

KEEPING THE TABLE SUPPLIED

How New England Gets Strawberries
In February and Melons in May.
What the Railroads Have Done
To Accomplish This.

STRAWBERRIES in March, melons in May! Today this is the boast of no modern Lucullus, but the privilege of the many. You may even eat fresh strawberries away up in northern New England in February. Today the New Englander can eat his cantaloupes and eat fresh vegetables with snow still on the ground. New potatoes when his own are being planted are to him no longer a dream. Fresh peaches on his table when his own trees are just through blossoming excite about as much curiosity in him as the bride's bouquet of roses in January. No longer does that strawberry patch out in his own garden mean his first taste of the luscious fruit in June or July. It used to be so many years ago, but nowadays he has probably eaten quarts of berries long before his own have ripened.

All this has been brought about not by some agricultural wizard's work but by the railroad men, the men who work in studying the weather, but by the railroads. It is the result of the perfecting of our modern methods of transportation, the bringing up of our main steel highways of commerce to a standard not surpassed anywhere else in the world, enabling the traffic men and operating experts to work out freight schedules that today the New England table is but forty hours from southern farms.

There is no faster freight service in the world than that which carries strawberries to the New England table from the south in two days. There is no such terminal yard anywhere as the great yard at South Boston of the New York, New Haven and Hartford, where this fruit and early vegetables are received, bought and sold and distributed. As many as 200 carloads of strawberries are sometimes received there in a single day, and so quickly are they handled that one hour after they have entered the yard they are either being unloaded or are being sent out again to Portland or places even farther north, where they can be eaten the next morning.

The celerity with which this most perishable of perishable freight is handled from the time it is put in the freight car in Florida, Georgia or Virginia until it has reached the marketmen scattered all over New England is probably not exceeded anywhere in this country. It represents years of study, of painstaking work over railroad schedules, of the most effective



GATHERING EARLY FREIGHTS FOR NORTHERN SHIPMENTS.

co-operation between the railroads and of the most scientific management so far as it relates to this phase of the railroad problem. It has created a new business in New England, a business that practically did not exist twenty years ago. It has made new markets and a new industry for many. It has wiped out the enormous advantage which Philadelphia and New York once seemed to have over Boston and New England in this matter of table supplies, and the handling of the early southern produce.

In the business world time is counted by the business day. In the produce business it is counted by the market day, and the market day begins and ends practically between 6 and 7 a. m. Thanks to a development of a fast freight service for this kind of prod-

uce, Boston's market day is now the same as New York's, and Portland, Me., is but one market day later than Philadelphia. Today a carload of strawberries can make the journey between Norfolk and Boston in just thirty-six hours and a half.

Perishable freight is the bane of the railroad man's existence. He sometimes loses more sleep over it than he does over passengers. It involves problems not met with in most kinds of freight. It must be delivered in the quickest time possible, and in this connection the railroad, like the shipper and the commission men, must always reckon on the market day. The loss of one market day on perishable freight like strawberries often means the loss of the entire shipment. The failure of a railroad's freight schedule to insure delivery of this kind of freight for a certain market day may mean the loss to that railroad of this entire business; to the commission men and marketmen it means so much less business to get returns from. On the other hand, the ability of the time table expert and the traffic man to knock off half an hour even on the running time of a freight train may mean to the road thousands of dollars of new business and for the commission men may open up a brand new line of trade. For years men have worked over these freight train schedules trying to get off precious minutes of time in the yards, in the stops en route and in delivery. Always their aim has been in the case of New England to get table luxuries, such as early strawberries, melons and peaches, into Boston by the second market day.

There is no more perishable produce than strawberries, and next to them comes fish. The New England railroads must bring the first into New England and carry the second out. In the case of berries it is absolutely essential that they be consumed within seventy-two hours from the time they are picked for them to command a price that will make the business worth while. When one considers that these early berries are picked in Virginia and points farther south the problem confronting the New England railroads in getting them on the New Englander's table within this limit of seventy-two hours is almost too big one. If a carload of strawberries consigned to a New England produce merchant misses a market day at the South-Boston yard it means usually a depreciation of at least 5 cents on every box; on melons it means probably a cent apiece. That may not seem much, but in the aggregate it is enough, frequently, to wipe out the profit on an entire shipment.

In order to make a market day with this kind of freight, the railroad must get it into Boston, say, between the hours of 2 a. m. and 6 a. m. The market day begins promptly at 6 a. m. This is the hour when the big bell rings out in the perishable freight yard and there begins a scene of activity among the marketmen. When this bell rings the cars must be ready to open so that their contents can be inspected and sampled and the fruit or vegetables sold right as they stand in the car. The minutes after the bell rings the contents of the train may be on the way to the market.

This hour of 6 a. m., then, is the goal upon which the eye of the operating man and the traffic man in the railroad organization is fixed. It is the hour they must make, not one day, but every day, or lose the business. Down in Virginia, through Maryland and Delaware a freight train loaded with the luscious early berries of southern plantations, the first to feel the vitalizing effect of the spring sunshine, may be rushing through the night toward this goal with the speed of a passenger train. The engineer has this goal in mind, the yardmen along the route have it in mind, and up in the railroad offices the operating men have it in mind too. Like the man with the ball in the football game, when men are all working to put the train with its produce over the goal line before the big bell in the Boston yard rings out as a signal for the market men that another market day has begun.

New England has not always enjoyed the privilege of having strawberries in February or even melons in May. It was not many years ago that the average householder had to rely chiefly on his local fruits and vegetables. He waited until July for his strawberries. His melons and peaches he got later. Vegetables out of season were rare. This was then New England, by the then means of transportation, was many market days away from the south. These were the days of intensive railroads, as Mr. Brandeis would probably call them, short railroads connecting with one another, but operating separately and involving many transfer points. All this has changed. Now over several railroads operated on the intensive principle it is bound to suffer delays. Between Boston and New York there were the New Haven, the old Stonington road and the Bos-

ton and Providence, over which such freight had to travel.

Even in the early days of consolidation there was still much time consumed because the old freight transfer points were retained. Boston and northern New England were not entirely without early produce, but owing to the slow schedules and delays the business was a hazardous one for commission men. In these days the bulk of the southern fruit and vegetables was put on a boat at Norfolk and rushed by sea to Boston. Some of it went by rail to New York and thence by the old Stonington line to Boston. The sea was able to afford the better service for the most part. The boats from Norfolk made the third market day and sometimes not that. The Stonington line made possible a noon delivery on the second day, but while this enabled some large consumers, such as hotels, in Boston to serve fresh fruit at the dinner hour the general consumer had to wait until the third day, while the depreciation went on.



FEBRUARY STRAWBERRIES IN NEW ENGLAND.

In 1896 the first fast freight service was inaugurated, but it was not all that it ought to be until about four years ago.

At that time the New Haven road's officials got together with those of the Pennsylvania and decided to work out a schedule which would land the stuff from the southern farms in Boston in ample time for the second market day, counting from the time of its shipment. It was to be a schedule which would stand up under heavy service and be such as to warrant the commission men to increase their orders. The Pennsylvania put on several new trains, and a quick transfer was arranged for around New York.

All about five trains are now required in the busy season to bring this produce from the south. The cars are picked up at Norfolk, and even south of there and most of them are collected at Norfolk. There the Pennsylvania makes up a train, known as B-10, in one or more sections, and starts it north at noon. This train reaches the Jersey City yard of the Pennsylvania at 10 a. m. the next day. There it is broken up and the cars rushed to the New Haven transfer yards, which are taken around the East river and through Hell Gate by the most powerful tugs in New York harbor. In the great Harlem river yard it is "classified" again. It takes on its way to Boston at 3 p. m., making stops at New Haven, Providence, Mansfield and Readville to drop off cars. The bid arriving time of this train was 2:30 a. m. in Boston, but thirty minutes have been cut off this in the last year. Frequently it comes into the South Boston yard at 1:30 a. m. Thirty-five cars is about the limit of a freight train. When 250 carloads of berries alone are coming up from the south in one day obviously this train can't take them all, though it runs in several sections. For the later sections of the Pennsylvania's train bringing up the berries the New Haven has still a faster train ready. This train leaves the Harlem river yards at 7:25 p. m. and gets to Boston at 4 a. m. It also makes stops on the way where cars have to be dropped for many miles. All this takes time, so that the speed between these stops must of necessity be that of a fast passenger train.

These are the two great berry express trains of New England. With the Pennsylvania's trains they form a route over which the berries pass out of the south into New England. They are now so accustomed.

Though this stream of farm produce runs practically all of the year, it is subject to many changes. When February's snows cover New England the stream begins to trickle and then runs with the first strawberries ripened by the warmer sunshine of the larger and larger it grows, and now the stream takes on a touch of green along with the red. Green peas and asparagus and the early greens are flowing northward, first a few cars, then more, then fifty, a hundred, and finally sometimes as high as 300 cars a day of strawberries alone when the season is at its height.

The berries give way to melons and more vegetables, then to peaches, potatoes and onions, and so it goes until all New England's own crops are ready for the reaping.

The amount of perishable freight borne northward to New England and distributed from Boston has grown enormously since the railroad men perfected this schedule. In 1902 there were handled in yard No. 1, in the South Boston terminal, 4,663 cars of perishable freight. In 1906 it had grown to 5,598, in 1908 to 7,938, and last year it reached 8,881. Here are some of the figures:

Berries	1902	1912
Cantaloupes	633	1,527
Watermelons	222	578
Peaches	484	681
Spinach	167	278
Tomatoes	194	384
Potatoes	644	1,653
Pineapples	28	203

It is this stream, rising and falling with the weather conditions which feeds the summer resorts and has enabled New England's famous hotels to cater to the finest trade and made them independent of local truck farms. It has also greatly increased the number of Boston's commission houses.

The speed with which the stream flows northward is equalled by the celerity with which it is handled in the South Boston yard, the great distributing reservoir into which it pours its tons of produce. There are seven yards and thirteen freight houses making up the Boston terminal, and in and out of it run 1,800 cars a day, of which this perishable freight forms only a part.

As soon as one of the fast express freight trains reaches the yard in the early hours of the morning the cars are marked showing what yard they will be sent to, and the yardmen are the firms to which they are consigned.

Then the switch engines get busy. It takes an average of twenty minutes to mark the cars. They have so reduced the time of switching or classification, as it is called, that in thirty minutes every car in a forty car train will hit the bell rings at 6 a. m.

On an average it is just one hour from the time the big Pacific locomotive lands its train of fruit in the terminal that the cars are ready to have their seals broken. That is when it is ready to be sold by the marketmen, though the sales do not begin until the bell rings at 6 a. m.

There are few other cities where this kind of freight is landed so close to the market. Ten minutes is all that is required in Boston to transfer it to the market from the car. In this terminal, where 4,135 freight cars can be kept at a time, there is sufficient space provided so that teams can back up to 2,100 of these cars.

About 95 per cent of the produce brought into this yard every day remains there or is shipped out by express. The cars destined for Portland and for northern New England begin moving out of the yard at 8 a. m. Boston a radius of at least twenty-five miles is covered direct. Portland will get its berries in time for breakfast the next morning.

About 75 per cent of New England is affected by this fast freight service perfected by the railroad men. The sea has had to yield this traffic to the line of steamships running north to the south. Today the New Englander, even though he lives in Maine, is as certain of fresh strawberries for his table in the spring as he is of his own garden truck in the summer.

When the great Hell Gate bridge and Connecting Railroad joining the New Haven system with the Pennsylvania is completed in New York City this schedule may be shortened even more. This great engineering feat, undertaken by the two roads, will obviate the long water transfer around Manhattan Island. It is only three miles across New York Bay from Greenville, where the Pennsylvania's trains roll in from the south, to Bay Ridge, where the cars will again take the rails bound for Boston, and the dangerous and delaying tides of Hell Gate will thus be avoided. While it will not mean the saving of another market day, it will mean that the berries can be handled and may result some day in making Portland's market day the same as Boston's.

The railroad is the great harvester. It gathers the grain in one corner of our country and distributes it in another than man may be fed with the staff of life, but more than that, it sees that his table is supplied with the good things of the ground though he live amid the snows.

Services In The Churches Sunday

King's Highway Congregational church, Spring street, near Noble avenue. Rev. F. E. Mathias, pastor. Services: Preaching at 10:45 by Rev. William Guggenheim. Sunday school at 12:05.

First Congregational church, Rev. Herbert D. Gallaudet, pastor, corner Broad and Bank streets. Service with sermon at 10:30 a. m. by Rev. James Grant, of New Haven. The congregation of the South church are cordially invited to unite with this church at this time.

Salvation Army, Elm street, Adjutant and Mrs. E. J. Atkinson, officers in charge. Sunday school at 1:30 p. m. praise and testimony meeting at 3 p. m. evening meeting at 7:45 p. m. Meetings every night except Tuesday. All are welcome.

St. Luke's church, Stratford avenue and Sixth street. Rev. William H. Jones, pastor. Holy Communion at 8:30 a. m. and 10:30 a. m. morning service and afternoon 10:30; Sunday school 12:15; evening prayer and sermon 7:30.

South Congregational church, corner Gilbert and Broad streets. Rev. Richard L. Swain, Ph.D., minister. Church closed and the congregation is invited to worship with the First Church, where Rev. James Grant of New Haven will preach at 10:30 a. m. Midweek service on Wednesday at 7:45 p. m. led by Deacon Gladden T. Beers.

People's Presbyterian church, Laurel avenue near Park avenue. Rev. H. A. Davenport, pastor. Rev. Edward Dawson of Boston, N. J. will preach at 10:30. This is Mr. Dawson's eighth consecutive summer here. Sunday school from 12 to 1; Christian Endeavor meeting 6:30 to 7:30 mid-week meeting Wednesday at 7:30. A cordial welcome to all.

Olivet Congregational church, corner of North avenue and Main street. Morning service at 10:30. Preaching by Rev. Edgar H. Olmstead of Greenfield. Sunday school at 12.

International Bible Studies association, 670 State street, corner Park avenue, room 14. Sunday afternoon at 3 o'clock. A. L. Nichols, Brooklyn, N. Y. will lecture "God's Great Covenant." All are cordially invited to come regardless of sect, denomination or creed. Come now and let us reason together. Isa. 1:18. Seats free. No collection.

First M. E. Church, Fairfield avenue and Broad street. Rev. George M. Brown, pastor. Open all summer. Rev. L. M. Lounsbury of Albany, N. Y. will preach at 10:30 a. m. subject, "The Measure of a Man"; evening subject, "The Relation of Thought to Life." The music will be in charge of Mrs. G. G. Harkness. Mr. Dieringer will assist with the chorus. The weekly evening service conducted by Mr. Frank E. Plumb. Fellowship meeting Friday evening. The Sunday school at 10:30 will meet in body. Dr. Rees will speak on "All for Self." Epworth League at 6:30, led by Miss Eleanor E. Haines. Subject, "Opportunities to Honor Christ."

St. John's church, Fairfield and Park avenues. Holy Communion at 8 a. m. Morning Prayer and Sermon at 10:30 a. m. Special Preacher at Trinity Church. The Rev. Francis K. Little of the Cathedral of Saint John the Divine, New York city, will be the special preacher at Trinity church at the 10:30 service on Sunday morning, Aug. 16th. The other services will be as usual, viz. 8 a. m. Holy Communion; 10:30 a. m. Mattias; 7:30 p. m. Choral Evensongs.

Church of the Nativity, Sylvan avenue, North Bridgeport. Sunday, Aug. 16, 1915. 8:00 a. m. Holy Communion; 10:30 a. m. Evansons and Sermon by the Rev. Howard Latford.

Park Street Congregational church, corner Barnum avenue and Park street. Gerald H. Beard, minister. Worship at 10:30 a. m. Preaching by the Rev. J. Derbyshire, minister at Haverhill, Mass. Annual offering for the Bridgeport Visiting Nurse Association, the Connecticut Council of Christian Union, and other home charities.

First Church of Christ Scientist, 871 Lafayette street. Service at 11 a. m. Subject, Spirit. Sunday school at 12:15. Wednesday evening Testimony Meeting at 8. The Reading room is open every day except Sunday from 10 to 1 and from 8 to 5 and on Thursday evenings. All are welcome.

Rev. M. H. Payson of New York city former pastor of First Baptist church, will preach here this Sunday at the First Baptist church.

Washington Park M. E. church special program. A special musical program will be rendered at the Washington Park M. E. church with Miss Bertha Wagner presiding at the organ. At the morning service Mr. Jos. Weller, the well known vocalist with his selections, "O God Have Mercy," by Mendelssohn and "Hear Me When I Call," by Bruno Huhn.

At the evening service Wagner will give a prelude on the organ rendering the "Ninth Song," by Jensen, "Capriccio," by Lemargie, "Berceuse," by Debucq, and "Chants d'Amour" by Lemargie. During the service Charles Couch will sing the solos.

First Presbyterian church, State street, corner of Myrtle avenue. Rev. John MacLaren Richardson, pastor. Service 10:30 a. m. Sunday school 12:10. The Rev. Charles O. Wright of Ridgewood, N. J. will occupy the pulpit in the morning. Subject "The Mirror of Light." During the month of August the evening service will be omitted.

St. Paulus Church To Observe 20th Birthday Tomorrow

On Sunday, Aug. 10, the German Lutheran St. Paulus church on Harriet street, will celebrate its twentieth anniversary. It had its beginning on the 6th of March, 1895, and for a membership of 20 held service for about a year in the Episcopal St. Paulus parish building on Beach street.

On July 8, 1895, Rev. James Witke, now of Scranton, Pa., was chosen as first pastor and continued for four years.

Several months later the small congregation were making rapid strides in securing their own house of worship. November 27 it had enlarged considerably, and the lot, where the church stands was bought for \$2,500. The Sunday school took the first step in securing an edifice by donating

the ground was broken for the German Lutheran St. Paulus church and in May the cornerstone was laid. Two months later on July 15 the brick foundation and basement were completed and the services were held there till August 12, when the dedication of the new frame structure with numerous out of town clergymen took place. The church was built for \$10,000 and had seating capacity of about 400.

On October 16, 1898, Rev. James Witke handed in his resignation to accept a call in Scranton. His brief stay was very successful.

Rev. Max Mueller, now of Poughkeepsie, N. Y., was called and accepted the call. He labored for eight years arduously, reducing the debt of \$4,000, securing a singing organ, raising the belfry 10 feet, hanging a bell, replacing church steps, and increasing the roll call to 175 members.

On March 15, 1908, Rev. E. Hinkelgley, now of Middletown, Conn., accepted a call to remain only a year. September, 1909, the fourth clergyman, Rev. Paul Clemen, took charge of the church, coming from Olin, Ia., and is still occupying the pulpit to this date. Through his untiring effort great progress has been shown, not only securing new members but enlarging the field on a wider scope.

In Hollister Heights, Stratford, has for the past year a small chapel, located on Soundview avenue and Hollister street, a branch of the St. Paulus church, where regular Sunday school is conducted. This is the first Lutheran church in that town. Extensive preparations have been made for the services. Many guests are expected.

Miss Gertrude Evers, organist, has prepared an elaborate musical program. The pastor will preach an appropriate sermon.

The railroad magnates had enquired rooms at the poorhouse before the Minnesota rates decision, and now they are coming up to see if the accommodations are all ready.

Several couples were seen at a summer hotel the other day doing a graceful waltz, but the management is trying to keep this antiquated exhibit out of the papers.

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